



WisDOT/City of Kenosha Meeting
Friday, May 14, 2004 10 a.m. – 11:30 a.m.

People in attendance

Len Brandrup, City of Kenosha
Ray Forgianni, City of Kenosha
Jeff Labahn, City of Kenosha
Jim Schultz, City of Kenosha
Rich Schroeder, City of Kenosha

Mike Lemens, City of Kenosha
Bob Anderson, WisDOT District 2
Sandy Beaupre, WisDOT BOP
Casey Newman, WisDOT BOP
Jonquil Johnston, WisDOT BOP

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan, *Connections 2030*, by WisDOT staff: The meeting began at 10:10 with introductions. Casey Newman, WisDOT, gave an overview of WisDOT's long-range plan *Connections 2030*. WisDOT is seeking input on transportation planning issues from larger Wisconsin cities at this point. *Connections 2030* is scheduled to be completed in 2006.
2. Gathering of input from City of Kenosha: Staff from the City of Kenosha answered the following questions and gave WisDOT a map and other reference materials relating to transportation and growth issues in Kenosha. The map was the City of Kenosha's 2004 Official Map and depicted areas and types of projected growth over the next 10-20 years.
 - a. Current transportation and development issues in Kenosha.

Kenosha city staff noted Kenosha is experiencing both fringe development pressure and redevelopment opportunities in the inner parts of the city. Commuter rail extension and capacity on the I-94 corridor are issues. The staff believes there are also arterial capacity issues due to growth in the western part of the city and outlying areas. Specifically, State Hwys. 50 and 31 are experiencing capacity and safety issues. Commercial growth along these corridors warrants improvements. Additionally, staff believes State Hwy 158 between Hwy 31 and I-94 should be widened. Staff stated Hwy 50 is not as crucial an improvement as Hwy 158.

Staff noted there are some transportation issues that could be solved with improved access management, geometrics/redesign, retiming of signals, and driver education. For example, traffic lights on Washington Road, Hwy. 158, Hwy. 50, and Hwy. 31 create problematic bottlenecks. Traffic lights need to be located at collector street intersections rather than at destination points such as industrial parks and churches. Due to commercial expansion in the growth areas, access management is becoming an important issue. Additionally, there may be instances where lane capacity improvements are needed.

Kenosha staff noted that improvements to the transit system could be a strategy to reduce highway/arterial congestion and provide more transportation choices. Funding is an issue for Kenosha when trying to use local funds to meet federal match requirements. Kenosha

staff stated they would like to make sure that WisDOT maintains the unified effort to seek for the earmarks for capital projects.

Kenosha city staff stated public transportation (bus, rail) connections and access are limited. To improve connections between communities, the ROW along the I-94 corridor might be used for transit infrastructure. One problem that was noted with rail is that it does not have adequate connections with population centers and circulation within the population centers, as the Interstate system does. Kenosha staff would like to see the transit systems hook into other transportation systems.

b. Future growth issues and related transportation needs.

Kenosha staff noted the city is focusing on higher density development/redevelopment. There are growth areas in the fringe areas on the west side and redevelopment is occurring in the older parts of the city, downtown, and along the lake (see map for general locations). There are conceptual plans for high rises downtown. The Hwy. K corridor will experience significant growth and will pose transportation challenges. One long-term option is extending the streetcar system to this area. Development occurring beyond the city limits is generally lower-density. The region generally has three communities with different growth patterns: old city/lake district, a linear community that runs north/south along the Interstate, and west of the Interstate which is transitioning from agriculture to large lot/large estate parcels. Kenosha would like to use Evanston, Illinois as a model for density along the lakeshore and Metra connections. Improving Metra connections involves questions of funding, use of state/local dollars, and coordination with Metra/RTA.

Long-term solutions are needed for transit funding and regional management. If an RTA is formed, it should include all forms of transportation, not just transit.

The Kenosha airport is shifting to corporate client service. The airport provides the quick access to I-94 for both the Milwaukee and Northern Illinois markets. A runway extension may be needed in the future.

The City of Kenosha has a boundary agreement with the town of Bristol

c. What transportation issues are most significant/important to Kenosha? Why?

- Metra connections
- Capacity on Hwy. 158
- 60th Street (Hwy K)/possible street car extension
- Interchange improvements on I-94 and general interstate access issues

d. What issues should WisDOT be working on that would benefit Kenosha? Why?

- Improve/streamline project development process.
- Advocate for “light starts” program for smaller rail projects (AA would not be required).
- Adequate funding allocations.
- Transit system improvements.
- Connections between transportation modes.

- Addressing future changes in driving patterns (due to older drivers).

e. What plans/planning documents are in place now?

- Current local plans and transit 5 year plans
- SEWRPC plans.